William M. Dyer
Real Estate Manager
16051 Addison Road
Suite #220
Addison, Texas 75001

Main: 972-392-4850
Direct: 972-392-4856
Fax: 972-788-9334
bill.dyer@addisonairport.net

- M E M O R A N D U M -

To: Lisa Pyles

From: Bill Dyer

CC: Joel Jenkinson

Date: April 8, 2014

Re: Request for Town's Consideration and Consent for Ingress/Egress Modification at Addison Airport

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Airport Management is requesting the Town Council to consider and consent to the Notice of Modification of Means of Airport Ingress/Egress at Addison Airport (the "Notice") substantially in the form attached. The city attorney has reviewed and finds the Notice attached to be acceptable for the Town's purposes.

Background Information: The Town is the owner and operator of Addison Airport. The Final Plat for Addison Airport, filed and recorded on July 7, 2005 in the Dallas County Property Records as Instrument #200503420292, shows Airport Parkway, which is included within the Airport boundaries, as an unrecorded means of ingress/egress to and from the Airport that begins where the Airport abuts Addison Road and extends westward into the Airport serving as a means of ingress to various leased properties in that portion of the Airport. Eddie Rickenbaker Drive, an existing non-recorded street that intersects Airport Parkway is not even shown in the Plat.

Airport Parkway was realigned and reconstructed in 2004-2005 in connection with redevelopment that took place in that portion of the Airport. The attached Notice of Modification of Means of Airport Ingress/Egress gives public notice that Eddie Rickenbacker Drive exists and Airport Parkway's alignment has changed since the Plat was first recorded. Exhibit "B" to the Notice describes each of these points of ingress and egress by survey and legal description (metes and bounds).

Airport Parkway and Eddie Rickenbacker Drive are used on a daily basis by Airport staff, Airport tenants, their guests and invitees, as well as other users of the Airport. These

access roads as serve as the primary access route for emergency responders including, but not limited to, Addison police and fire.

Tenants, their lenders, title companies and insurance companies require assurance the properties will have continuous access to and from their leased premises and nearby public streets throughout the term of their lease. This assurance is evidenced by a publicly recorded instrument similar to the attached Notice whereby the Town gives grants ingress/egress into the Airport for the permitted purposes described therein.

Economic Impact: No direct economic impact is realized by the requested action. However, without legal access to their leased premises, it would be difficult for tenants to obtain leasehold mortgages, title and property insurance, which could impair the Airport's viability and sustainability.

Conclusion and Recommendation:

It is customary and necessary for the Town to grant ingress/egress to various portions of the Airport, giving its users legal access to and from their leasehold properties. Airport Management is requesting the Town Council give its consent authorizing the City Manager to execute and record in the Dallas County Public Records the attached Notice of Modification of Means of Airport Ingress to and from Airport Parkway and Eddie Rickenbacker.

STATE OF TEXAS §
§
COUNTY OF DALLAS §

Notice of Modification of Means of Airport Ingress/Egress

This Notice of Modification of Airport Ingress/Egress ("Notice") is made this the ____ day of _____, 2014 by the Town of Addison, Texas (the "City").

The City is the owner of the Addison Airport (the "Airport"), the boundaries of which are shown, at least in part, by that Final Plat filed and recorded on July 7, 2005 in the Dallas County Property Records as Instrument #200503420292, a reduced copy of which is attached hereto as Exhibit A and incorporated herein (the "Plat"). The Plat reflects an access way or means of ingress and egress in and to the Airport that begins at a location along the Airport's eastern boundary, where the Airport abuts Addison Road at its intersection with Airport Parkway, and extends into the Airport approximately 1,085 feet (this means of ingress and egress lies within the marked clouded on the attached Exhibit A) (the "Ingress/Egress").

Common facilities at the Airport that may serve certain Airport tenants and customers, like the Ingress/Egress, may be provided, modified, changed, rearranged, altered, removed, or terminated from time to time by Addison in its sole discretion. The City has modified and realigned the location of the Ingress/Egress, including bifurcating it into two segments to be commonly known as Airport Parkway and Eddie Rickenbacker Drive, as shown and more fully described in the survey and legal description attached hereto as Exhibit B and incorporated herein (the "Modified Ingress/Egress").

The City desires by this Notice to provide notice of the modification and realignment of the Ingress/Egress from its original location as shown on the Plat to the location of the Modified Ingress/Egress as shown on the attached Exhibit B.

Now let it be known that the Ingress/Egress as shown on the attached Exhibit A has been modified and realigned so that its location is now the Modified Ingress/Egress as shown on the attached Exhibit B. Except to the extent of any overlap between the Ingress/Egress and the Modified Ingress/Egress, the Ingress/Egress is no longer a way of access or means of ingress or egress from, to, or within the Airport or a common facility of the Airport.

The Modified Ingress/Egress is a common facility of the Airport and provides ingress and egress (e.g., for automobile access) between a public street of the City and the Airport, including ingress and egress to and from property within the Airport that has been leased by the City to a tenant and that abuts the Modified Ingress/Egress ("Leased Property"), subject, however, to the terms, conditions and provision of any lease of the Leased Property. The Modified Ingress/Egress shall at all times be under the exclusive control, operation and management of the City, and may be rearranged, modified, changed, realigned, altered, removed, or terminated by the City from time to time in the City's sole discretion, provided, however, that Leased Property will continue to have ingress/egress to and from a public street or road. The Modified Ingress/Egress is subject to any and all applicable laws, constitutions, statutes, the City Charter, codes, ordinances, rules, regulations, standards, policies, plans, directives, orders, grant agreements, grant assurances, any grant, loan, or agreement under Section 22.055 of the Tex.

Transp. Code, and interpretations of any of the foregoing, of or by any federal, state or local governmental or quasi-governmental entity, agency, body, commission, council, or authority (including, without limitation, the Federal Aviation Administration ("FAA"), the Texas Department of Transportation ("TxDOT"), and the City).

SIGNED this _____ day of _____, 2014.

TOWN OF ADDISON, TEXAS

By:_____
Lea Dunn, City Manager

ACKNOWLEDGMENT

STATE OF TEXAS §

COUNTY OF DALLAS §

Before me, the undersigned authority, on this day personally appeared Lea Dunn, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that she executed the same for the purposes and consideration therein expressed.

Given under my hand and seal of office this _____ day of _____, 2014.

_____
Notary Public, State of Texas

Print Name:_____

My commission expires:_____

EXHIBIT "A"

FILED AND RECORDED
OFFICIAL PUBLIC RECORDS
2005 JUL -7 PM 12: 04
Cynthia Calhoun
COUNTY CLERK
DALLAS CO., TEXAS

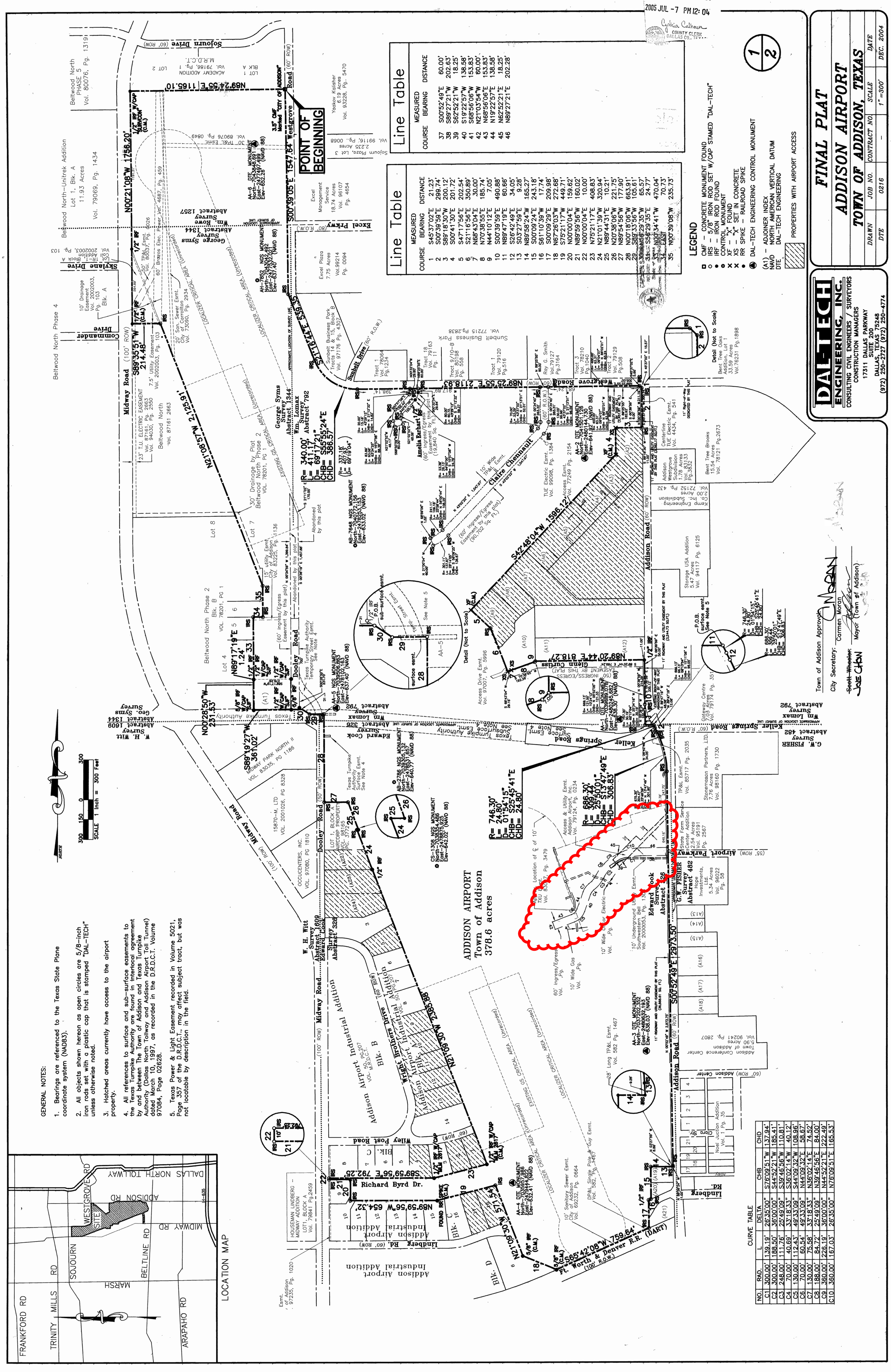

POINT OF BEGINNING
Midway Road
Addison Road
Dooley Road
Wright Brothers Drive
Sunbelt Drive
Westgrove Road
Keller Springs Road
Airport Parkway
Lindberg Rd.
Wiley Post Road
Richard Byrd Dr.
Claire Chennault
Glenn Curtiss
Amelia Earhart
Sojourn Drive
Skylane Drive
Commander Drive
Excel Prkwy
Beltwood North Phase 4
Beltwood North Phase 2
Beltwood North
Addison Airport Industrial Addition
Kemp Engineering Co. Inc. Subdivision
Storage USA Addition
Stonemason Partners, LTD.
Addison Conference Center
Town of Addison
Noel Junction Addition
Gateway Centre
Bent Tree Brooks
Bent Tree Oaks Addition
Addison Westgrove Subdivision
Excel Management Service
Excel Plaza
Yaakov Kalisher
Sojourn Plaza, Lot 3
Sunbelt Business Park
Sunbelt Business Park
Ray G. Smith
Tract 3
Tract 1
Tract 18
Tract 9/10-B
Tract 1
Tract 2
Lot 1
Lot 2
Lot 4
Lot 7
Lot 8
Blk. A
Blk. B
Blk. C
Blk. D
Abstract 792
Abstract 1344
Abstract 1257
Abstract 1609
Abstract 326
Abstract 482
Abstract 1609
Abstract 1609
Abstract 1609

EXHIBIT "A" - Airport Plat

Adjoiner Index

Index	Owner	Vol.	Page
A1	Texas Turnpike Authority	96197	4724
A2	Texas Federal Subdivision, No.2	79039	133
A3	Blakely Airport Addition	84088	4359
A4	Van-Hoff Subdivision	79122	1831
A5	Aweco Subdivision	79136	2610
A6	Replat Aweco Subdivision	97093	2846
A7	Personal Way Aviation Addison	90241	2840
A8	Hangin' Out L.L.C	98245	3525
A9	Airport Land Development Subdivision	79078	1702
A10	1.950-acre Wolfe Subdivision	84108	3030
A11	Airport Plaza	85070	2982
A12	Addison Storage Addition	99018	78
A13	Eleanor W. Dedmon Marital Trust No. 1	98004	3173
A14	Tom J. Shepherd et ux Sandra D. Shepherd	92229	4451
A15	Crossroads Aviation Inc.	67044	213
A16	D.A. Cody	71165	2799
A17	Barco Mirror & Glass	79020	875
A18	General Public	83083	1059
A19	Town of Addison	97247	4072
A20	White Rock Masonic Lodge #234	3981	416
A21	George P. Kondos and Carol C. Kondos	91084	2102
A22	15800 Dooley Road Ltd.	2000039	4255
A23	John-Mac Joint Venture	82001	4089
A24	Midway Road Condo's.	81115	0016

Control Monument

(NAD 83, TEXAS NORTH CENTRAL - 4202)

North	East	Elevation	Desc.
7039689.078	2480245.682	638.30	AA-1
7041501.126	2480144.730	641.92	AA-2
7037202.352	2480632.193	638.03	AA-3
7035957.986	2479444.822	632.41	AA-4
7039506.863	2478102.163	637.40	AA-5
7043849.691	2477497.499	652.26	AA-6
7039305.132	2478531.657	640.77	AB2786
7040772.156	2478253.153	633.02	AB7648
7043042.492	2477532.021	637.40	AH7852
7038354.486	2478875.925	642.02	CS1308

Parent Tracts

Owner: City of Addison
Address: 15333 Addison Road City of Addison, Texas
Legal Description: Being all the certain tract of land 373.332 acres, more or less, out of the Edward Cook Survey Abstract 326, the William Lomar Survey Abstract 792, the George Syms Survey Abstract 1344, the William Rowe Survey Abstract 1257, Lot 1R-1, Block A of Coil Addition, Vol. 2002003, Pg. 103, Dallas County, Texas, and part of Lot 1 and Lot 2 of Block "A" of The Carroll Estates Addition, Volume 10 Page 473, Dallas County, Texas

Grantor: Addison Airport, Inc.
Grantee: City of Addison
WD Vol.77010 Pg. 1391

Grantor: W. H. Laffity
Grantee: City of Addison
Judgment Cause# 80-1894-D
Vol.91079 Pg.2687

Grantor: Beltwood North Joint Venture, et al
Grantee: City of Addison
Vol.82022 Pg.1211

Grantor: Bob Chester and William F. Chester
Grantee: City of Addison
Vol.98015 Pg.2143
Re: Chester Addition Vol.84216 Pg.3066

Grantor: Protecta-Cab, Inc.
Grantee: Town of Addison
Vol.97217 Pg.1350

Grantor : Charles Cayce, Independent Executor of the Estate of William L. Gray and Independent Executor of the Estate of Kathy L. Gray
Grantee: Town of Addison, Texas
Vol. 2003105, Pg. 11725
Re: Lot 1R-1, Block A, Coil Addition, Vol. 2002003, Pg. 103

Grantor: North Texas Tollway Authority
Grantee: Town of Addison
Vol. 2002150, Pg. 10404

Grantor: Ray V. Kincaid, Jr.
Grantee: Town of Addison
Vol.99155 Pg.2291
Re: Kincaid Addition Vol.84087 Pg.0048

Grantor: Billy Joe Mullins, Jr.
Grantee: Town of Addison
Vol.99249 Pg.5436
Re; Mullins Addition Vol.85157 Pg.4674 and Barnett Addition Vol.85160 Pg.1680

Grantor: George Marko, Trustee, et al
Grantee: Town of Addison
Vol.99078 Pg.1254
Re: a portion of Aircorp Property Addition Vol.98165 Pg.3772

Grantor: Bobbie L. Odom, et al
Grantee: City of Addison
Vol.81150 Pg.1985
Re: 1/4th Interest

Grantor: Donnell Jones, et al
Grantee: City of Addison
Vol.81150 Pg.1993
Re: 1/4th Interest

Grantor: Annie Ruth Harge, et al
Grantee: City of Addison
Vol.81150 Pg.1991
Re: 1/4th Interest

Grantor: Oswald Coleman, et al
Grantee: City of Addison
Vol.81150 Pg.1989
Re: 1/4th Interest

Dedication Statement

That the TOWN OF ADDISON ("Owner") does hereby adopt this plat designating the hereinabove property as ADDISON AIRPORT ADDITION, an addition to the Town of Addison, Texas, and, subject to the conditions, restrictions and reservations stated hereinafter, owner dedicates to the public use forever the streets and alleys shown thereon.

The easements shown on this plat are hereby reserved for the purposes as indicated, including, but not limited to, the installation and maintenance of water, sanitary sewer, storm sewer, drainage, electric, telephone, gas and cable television. Owner shall have the right to use these easements, provided however, that it does not unreasonably interfere or impede with the provision of the services to others. Said utility easements are hereby being reserved by mutual use and accommodation of all public utilities using or desiring to use the same. An express easement of ingress and egress is hereby expressly granted on, over and across all such easements for the benefit of the provider of services for which easements are granted.

Any drainage and floodway easement shown hereon is hereby dedicated to the public's use forever, but including the following covenants with regards to maintenance responsibilities. The existing channels or creeks traversing the drainage and floodway easement will remain as an open channel, unless required to be enclosed by ordinance, at all times and shall be maintained by the individual owners of the lot or lots that are traversed by or adjacent to the drainage and floodway easement. The City will not be responsible for the maintenance and operation of said creek or creeks or for any damage or injury of private property or person that results from the flow of water along said creek, or for any damage or injury of private property or person that results from the flow of water along said creek, or for the control of erosion. No obstruction to the natural flow of water run-off shall be permitted by construction of any type building, fence or any other structure within the drainage and floodway easement. Provided, however, it is understood that in the event it becomes necessary for the City to channelize or consider erecting any type of drainage structure in order to improve the storm drainage, then in such event, the City shall have the right, but not the obligation, to enter upon the drainage and floodway easement at any point, or points, with all rights of ingress and egress to investigate, survey, erect, construct or maintain any drainage facility deemed necessary by the City for drainage purposes. Each property owner shall keep the natural drainage channels and creeks traversing the drainage and floodway easement adjacent to his property clean and free of debris, silt, growth, vegetation, weeds, rubbish, refuse matter and any substance which would result in unsanitary conditions or obstruct the flow of water, and the City shall have the right of ingress and egress for the purpose of inspection and supervision and maintenance work by the property owner to alleviate any undesirable conditions which may occur. The natural drainage channels and creeks through the drainage and floodway easement, as in the case of all natural channels, are subject to storm water overflow and natural bank erosion to an extent that cannot be definitely defined. The City shall not be held liable for any damages or injuries of any nature resulting from the occurrence of these natural phenomena, nor resulting from the failure of any structure or structures, within the natural drainage channels, and the owners hereby agree to indemnify and hold harmless the City from any such damages and injuries. Building areas outside the drainage and floodway easement line shall be filled to a minimum elevation as shown on the plat. The minimum floor of elevation of each lot shall be shown on the plat.

The maintenance or paving of the utility and fire lane easements is the responsibility of the property owner. All public utilities shall at all times have the full right of ingress and egress to and from and upon the said utility easements for the purpose of constructing, reconstructing, inspecting, patrolling, maintaining and adding to or removing all or parts of its respective system without the necessity at any time of procuring the permission of anyone. Any public utility shall have the right of ingress and egress to private property for the purpose of reading meters and any maintenance and service required or ordinarily performed by that utility. Buildings, fences, trees, shrubs or other improvements or growth may be constructed, reconstructed or placed upon, over or across the utility easements as shown; provided, however, that owner shall at its sole cost and expense be responsible under any and all circumstances for the maintenance and repair of such improvements or growth, any public utility shall have the right to remove and keep removed all or parts of any buildings, fences, trees, shrubs or other improvements or growth which in any way endanger or interfere with the construction, maintenance or efficiency of its respective system or service.

Water main and sanitary sewer easements shall also include additional area of working space for construction and maintenance of the systems. Additional easement area is also conveyed for installation and maintenance of manholes, cleanouts, fire hydrants, water service and sewer services from the main to curb or pavement line, and the descriptions of such additional easements herein granted shall be determined by their locations as installed.

This plat is approved subject to all platting ordinances, rules, regulations and resolutions of the Town of Addison, Texas.

PROPERTY DESCRIPTION

Being a tract of land out of the E. Cook Survey, Abstract No. 326, the William Lomax Survey, Abstract No. 792, the George Syms Survey, Abstract 1344, and the William Rowe Survey, Abstract 1257, and being all of a tract of land described in deed to the City of Addison recorded in Volume 77010, Page 1391 of the Deed Records of Dallas County, Texas (D.R.D.C.T.), all of a tract of land described in Judgment to the City of Addison recorded in Volume 91079, Page 2687, D.R.D.C.T., LOT 7, Block B of Beltwood North Addition, Phase II, an Addition to the City of Dallas, Texas, according to the map thereof recorded in Volume 78201, Page 0001, D.R.D.C.T., as described in deed to the City of Addison recorded in Volume 82022, Page 1211, D.R.D.C.T., a tract of land described in deed to the Town of Addison recorded in Volume 98015, Page 2143, D.R.D.C.T. a tract of land described in deed to the Town of Addison recorded in Volume 97217, Page 1350, D.R.D.C.T., Lot 1, Block 1, of Kincaid Addition, an Addition to the City of Addison, Dallas County, Texas, according to the Plat thereof recorded in Volume 84087, Page 48, D.R.D.C.T., a tract of land described in deed to the Town of Addison recorded in Volume 99249, Page 5436, D.R.D.C.T., a tract of land described in deed to the Town of Addison recorded in Volume 99078, Page 1254, D.R.D.C.T., a tract of land described in Deed to the City of Addison recorded in Volume 5143, Page 162, D.R.D.C.T., and a tract of land described in Deed to the City of Addison recorded in Volume 81150, Page 1985, D.R.D.C.T., said tracts to be known as the Addison Airport tract and being more particularly described as follows:

Beginning at a concrete monument found with a 3 1/2 inch disk stamped "City of Addison" lying in the west right-of-way line of Westgrove Road (a 60 foot wide right-of-way) said point being the most northerly northeast corner of said Addison Airport tract and the southeast corner of Lot 1, Block A, Academy Addition, an addition to the City of Carrollton, Dallas County, Texas according to the Plat thereof recorded in Volume 79186, Page 1, D.R.D.C.T.;

THENCE South 00 degrees 39 minutes 05 seconds East, along the west right-of-way line of said Westgrove Road, a distance of 1547.64 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 21 degrees 16 minutes 44 seconds East, continuing along said west right-of-way line of Westgrove Road, a distance of 539.35 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE along a curve to the left of said Westgrove Road having a radius of 340.00 feet, a central angle of 69 degrees 17 minutes 21 seconds and an arc length of 411.17 feet, being subtended by a chord of South 55 degrees 55 minutes 24 seconds East for a distance of 386.57 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 89 degrees 25 minutes 55 seconds East, along the southerly right-of-way line of Westgrove Road for a distance of 2,118.93 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" at the corner clip of said southerly right-of-way line of Westgrove Road and the west right-of-way line of Addison Road (a 60 foot wide right-of-way);

THENCE South 45 degrees 37 minutes 02 seconds East, along said corner clip, a distance of 21.23 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 00 degrees 39 minutes 59 seconds East, along said west right-of-way line of Addison Road, a distance of 299.74 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 89 degrees 18 minutes 30 seconds West, departing said west right-of-way line of Addison Road, a distance of 200.12 feet to a chiseled "X" set in concrete;

THENCE South 00 degrees 41 minutes 30 seconds East, a distance of 201.72 feet to a found "X";

THENCE South 42 degrees 48 minutes 04 seconds West, a distance of 1,596.12 feet to a found "X";

THENCE South 47 degrees 17 minutes 56 seconds East, a distance of 202.54 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 21 degrees 16 minutes 56 seconds East, a distance of 350.89 feet to a chiseled "X" set in concrete;

THENCE North 68 degrees 43 minutes 04 seconds East, a distance of 30.00 feet to a chiseled cross set in concrete;

THENCE North 70 degrees 38 minutes 55 seconds East, a distance of 185.74 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 44 degrees 10 minutes 12 seconds East, a distance of 7.05 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH", said point is the common corner between the aforesaid Addison Airport tract and the southwest corner of a tract of land described in deed to O.J. Broughton and E.E. Ericson recorded in Volume 4350, Page 491 of D.R.D.C.T.;

THENCE North 89 degrees 20 minutes 44 seconds East, along the common line of said Addison Airport tract and the south line of said O.J. Broughton tract for a distance of 818.27 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" in the west right-of-way line of aforesaid Addison Road;

THENCE South 00 degrees 39 minutes 59 seconds East, a distance of 490.88 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" in the apparent common survey line between the aforesaid William Lomax Survey, Abstract No. 792 and the aforesaid E. Cook Survey, Abstract No. 326;

THENCE North 89 degrees 47 minutes 19 seconds East, a distance of 60.66 feet to a 1/2 inch iron rod set with cap stamped "DAL-TECH" in the aforesaid west right-of-way line of Addison Road;

THENCE along a curve to the left in the said west right-of-way line of Addison Road, having a radius of 746.30 feet, a central angle of 01 degree 54 minutes 15 seconds and an arc length of 24.80 feet, being subtended by a chord of South 25 degrees 45 minutes 41 seconds East for a distance of 24.80 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 26 degrees 42 minutes 49 seconds East, along said west right-of-way line of Addison Road, a distance of 34.05 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE along a curve to the right in the said west right-of-way line of Addison Road having a radius of 686.30 feet, a central angle of 25 degrees 50 minutes 01 second and an arc length of 309.44 feet, being subtended by a chord of South 13 degrees 47 minutes 49 seconds East for a distance of 306.83 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 00 degrees 52 minutes 49 seconds East, along said west right-of-way line of Addison Road, a distance of 2,973.50 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 03 degrees 27 minutes 59 seconds East, along said west right-of-way line of Addison Road, a distance of 9.28 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 89 degrees 58 minutes 24 seconds West, departing said west right-of-way line of Addison Road, a distance of 165.27 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 00 degrees 09 minutes 24 seconds East, a distance of 243.18 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 61 degrees 10 minutes 39 seconds West, a distance of 17.74 feet to a 1/2 inch iron rod found;

THENCE South 00 degrees 09 minutes 29 seconds East, a distance of 209.98 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" in the north right-of-way line of the Fort Worth and Denver Railroad spur;

THENCE South 65 degrees 42 minutes 08 seconds West, along said north right-of-way line of said Forth Worth and Denver Railroad spur, a distance of 759.64 feet to a 5/8 inch iron rod found at the most easterly corner of the Addison Airport Industrial District, an Addition to the City of Addison according to the plat thereof recorded in Volume 50, Page 207, D.R.D.C.T.;

THENCE North 67 degrees 26 minutes 03 seconds West, along the said easterly line of Addison Airport Industrial District addition, a distance of 272.68 feet to a 5/8 inch iron rod found;

THENCE North 21 degrees 09 minutes 30 seconds West, along the said easterly line of Addison Airport Industrial District addition, a distance of 571.54 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 75 degrees 21 minutes 17 seconds West, a distance of 449.71 feet to a found railroad spike;

THENCE North 89 degrees 59 minutes 56 seconds West, a distance of 654.32 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 00 degrees 00 minutes 04 seconds East, a distance of 159.62 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 89 degrees 59 minutes 56 seconds West, a distance of 160.02 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" in the east right-of-way line of Midway Road (a 100 foot wide right-of-way);

THENCE North 00 degrees 00 minutes 04 seconds East, along said east right-of-way line of Midway Road, a distance of 10.00 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 89 degrees 59 minutes 56 seconds East, a distance of 792.25 feet to a 1/2 inch iron rod found with cap stamped "MLM #2617;

THENCE North 75 degrees 21 minutes 17 seconds East, a distance of 408.83 feet to a 1/2 inch iron rod found with cap stamped "MLM #2617;

THENCE North 21 degrees 09 minutes 30 seconds West, along the aforesaid easterly line of said Addison Airport Industrial District addition, a distance of 2,385.88 feet record to a 1/2 inch iron rod found;

THENCE North 21 degrees 01 minute 39 seconds West, a distance of 320.94 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 89 degrees 44 minutes 31 seconds East, a distance of 10.21 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 20 degrees 38 minutes 06 seconds West, a distance of 221.75 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 89 degrees 54 minutes 56 seconds West, a distance of 177.90 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" in the east right-of-way line of Dooley Road (a 50 foot wide right-of-way)

THENCE North 00 degrees 18 minutes 06 seconds West, along the said east right-of-way line of Dooley Road, a distance of 663.91 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" for the apparent intersection of said east right-of-way line of Dooley Road and the north right-of-way line of the old Keller Springs Road (a 50 foot wide right-of-way);

THENCE South 89 degrees 33 minutes 56 seconds West, with the said north line of Keller Springs Road, a distance of 105.61 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 56 degrees 29 minutes 35 seconds West, a distance of 65.57 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" in the aforesaid east right-of-way line of Dooley Road (a 60 foot wide right-of-way);

THENCE South 89 degrees 19 minutes 27 seconds West, a distance of 361.02 feet to a 5/8 inch iron rod found;

THENCE North 00 degrees 28 minutes 50 seconds West, a distance of 231.53 feet to a 1/2 inch iron rod found;

THENCE North 89 degrees 17 minutes 19 seconds East, a distance of 1.24 feet to a 1/2 inch iron rod found with cap stamped SJ&F

THENCE North 00 degrees 34 minutes 41 seconds West, a distance of 470.04 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" in the east line of Beltwood North Phase 2, an addition to the City of Dallas, Texas, according to the Plat thereof recorded in Volume 78201, Page 1, D.R.D.C.T.;

THENCE East, a distance of 70.73 feet along said Beltwood North Phase 2 addition to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 00 degrees 39 minutes 08 seconds West, along said Beltwood North Phase 2 addition, a distance of 235.73 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" for the most southerly corner of Lot 7 of said Beltwood North Phase 2 addition;

THENCE North 21 degrees 08 minutes 57 seconds West, passing the north line of said Beltwood North Phase 2 addition at a called distance of 576.04 feet and continuing on for a total distance of 2,125.91 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" for the northeast corner of Beltwood North Addition, according to the plat thereof recorded in Volume 78201, Page 1, D.R.D.C.T., same being the southeast corner of Lot 1R-1, Block A, Coil Addition, according to the plat thereof recorded in Volume 2002003, Page 103, D.R.D.C.T.;

THENCE South 89 degrees 35 minutes 51 seconds West, along the common line between the north line of said Beltwood Addition and the south line of said Coil Addition, a distance of 214.48 feet to a 1/2 inch iron rod found in the east right-of-way line of Midway Road (a 100 foot wide right-of-way);

THENCE North 00 degrees 21 minutes 08 seconds West, along said east right-of-way line of Midway Road, passing a 1/2 inch iron rod found for the North corner of said Lot 1R-1, Block A, at a distance of 564.89 feet and continuing for a total distance of 1,756.20 feet to a 1/2 inch iron rod found with cap stamped "SURVCON";

THENCE North 89 degrees 24 minutes 55 seconds East, a distance of 1,165.10 feet to the POINT OF BEGINNING and CONTAINING 16,492,399 square foot or; 378.6 acres of land, more or less.

I, Alan Moore, a Registered Professional Land Surveyor in the State of Texas, do herby certify that I prepared this Plat from an actual survey of the land under my supervision in accordance with the "Minimum Standards of Practice" approved by the Texas Board of Professional Land Surveyors.

Alan Moore 12/2/04
Alan Moore, RPLS No. 5537

STATE OF TEXAS REGISTERED ALAN MOORE 5537 PROFESSIONAL SURVEYOR
12/2/04

CARMEN S MORAN
NOTARY PUBLIC
State of Texas
Comm. Exp. 01-24-2008
C MORAN

Town of Addison Approval:

City Secretary: C MORAN
Carmen Moran

~~Scott Wheeler~~ JOE CHAN
Mayor (Town of Addison)

DAL-TECH ENGINEERING, INC.
CONSULTING CIVIL ENGINEERS / SURVEYORS
CONSTRUCTION MANAGERS
17311 DALLAS PARKWAY
SUITE 200
DALLAS, TEXAS 75248
(972) 250-2727 (972) 250-4774

FINAL PLAT
ADDISON AIRPORT
TOWN OF ADDISON, TEXAS

DRAWN	JOB NO.	CONTRACT NO.	SCALE	DATE
DTE	0216	–	1"=300'	DEC. 2004

2005 JUL -7 PM 12:04
FILED AND RECORDED
OFFICIAL PUBLIC RECORDS
Lynda Calhoun
COUNTY CLERK
DALLAS COUNTY, TEXAS

2/2

P:\0216 Addison Airport Plat\SHT\2DESC.dwg, Layout1, 5/18/2005 9:48:23 AM, Copyright © Dal-Tech Engineering, Inc.

EXHIBIT "B"

AIRPORT PARKWAY

60' Ingress/Egress Easement

BEING a tract of land situated in the Edward Cook Survey, Abstract No. 326, Dallas County, Texas, and being a part of the Final Plat of Addison Airport, an addition to the Town of Addison, Texas, according to the plat thereof recorded in Volume 2005131, Page 82 of the Deed Records of Dallas County, Texas (DRDCT), and being more particularly described as follows:

BEGINNING at a set one-inch brass disc stamped 'Sparr Surveys' in the west line of Addison Road, (variable width right-of-way), with the north line of Airport Parkway (a unrecorded 60 foot ingress/egress easement) and having Texas State Plane Coordinates of Northing: 7,038,499.0066, Easting: 2,480,658.2488;

THENCE South 00 degrees 52 minutes 49 seconds West, along the west line of said Addison Road, 60.00 feet to a set one-inch brass disc stamped 'Sparr Surveys';

THENCE South 89 degrees 26 minutes 44 seconds West, departing the west line of said Addison Road, 202.60 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of curvature of a circular curve to the left having a radius of 300.00 feet;

THENCE southwesterly, along said curve to the left, through a central angle of 26 degrees 35 minutes 00 seconds, an arc distance of 139.19 feet and having a chord which bears South 76 degrees 09 minutes 14 seconds West, 137.94 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of tangency;

THENCE South 62 degrees 51 minutes 44 seconds West, 18.25 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of curvature of a circular curve to the left having a radius of 300.00 feet;

THENCE southwesterly, along said curve to the left, through a central angle of 36 degrees 00 minutes 00 seconds, an arc distance of 188.50 feet and having a chord which bears South 44 degrees 51 minutes 44 seconds West, 185.41 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of reverse curvature of a circular curve to the right having a radius of 248.00 feet;

THENCE southwesterly, along said curve to the right, through a central angle of 25 degrees 49 minutes 09 seconds, an arc distance of 111.76 feet and having a chord which bears South 39 degrees 46 minutes 18 seconds West, 110.81 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of reverse curvature of a circular curve to the left having a radius of 70.00 feet;

THENCE southwesterly, along said curve to the left, through a central angle of 33 degrees 18 minutes 33 seconds, an arc distance of 40.69 feet and having a chord which bears South 36 degrees 01 minutes 36 seconds West, 40.12 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of tangency;

THENCE South 19 degrees 22 minutes 20 seconds West, 138.36 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of curvature of a circular curve to the right having a radius of 130.00 feet;

EXHIBIT "B"

THENCE southwesterly, along said curve to the right, through a central angle of 49 degrees 31 minutes 49 seconds, an arc distance of 112.38 feet and having a chord which bears South 44 degrees 08 minutes 14 seconds West, 108.91 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of tangency;

THENCE South 68 degrees 54 minutes 08 seconds West, 153.83 feet to a set one-inch brass disc stamped 'Sparr Surveys';

THENCE North 21 degrees 05 minutes 52 seconds West, 60.00 feet to a set one-inch brass disc stamped 'Sparr Surveys';

THENCE North 68 degrees 54 minutes 08 seconds East, 153.83 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of curvature of a circular curve to the left having a radius of 70.00 feet;

THENCE northeasterly, along said curve to the left, through a central angle of 49 degrees 31 minutes 49 seconds, an arc distance of 60.51 feet and having a chord which bears North 44 degrees 08 minutes 14 seconds East, 58.65 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of tangency;

THENCE North 19 degrees 22 minutes 20 seconds East, 138.36 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of curvature of a circular curve to the right having a radius of 130.00 feet;

THENCE northeasterly, along said curve to the right, through a central angle of 33 degrees 18 minutes 33 seconds, an arc distance of 75.58 feet and having a chord which bears North 36 degrees 01 minutes 36 seconds East, 74.52 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of reverse curvature of a circular curve to the left having a radius of 188.00 feet;

THENCE northeasterly, along said curve to the left, through a central angle of 25 degrees 49 minutes 09 seconds, an arc distance of 84.72 feet and having a chord which bears North 39 degrees 46 minutes 18 seconds East, 84.00 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of reverse curvature of a circular curve to the right having a radius of 360.00 feet;

THENCE northeasterly, along said curve to the right, through a central angle of 36 degrees 00 minutes 00 seconds, an arc distance of 226.19 feet and having a chord which bears North 44 degrees 51 minutes 44 seconds East, 222.49 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of tangency;

THENCE North 62 degrees 51 minutes 44 seconds East, 18.25 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of curvature of a circular curve to the right having a radius of 360.00 feet;

THENCE northeasterly, along said curve to the right, through a central angle of 26 degrees 35 minutes 00 seconds, an arc distance of 167.03 feet and having a chord which bears North 76 degrees 09 minutes 14 seconds East, 165.53 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of tangency;

EXHIBIT "B"

THENCE North 89 degrees 26 minutes 44 seconds East, 202.26 feet to the **POINT of BEGINNING** and **CONTAINING** 1.54 acres of land.

Brad Sparr
Registered Professional
Land Surveyor No. 3701

Sparr Surveys
2553 C.R. 722
McKinney, Texas 75069
(214) 544-2297

EXHIBIT A

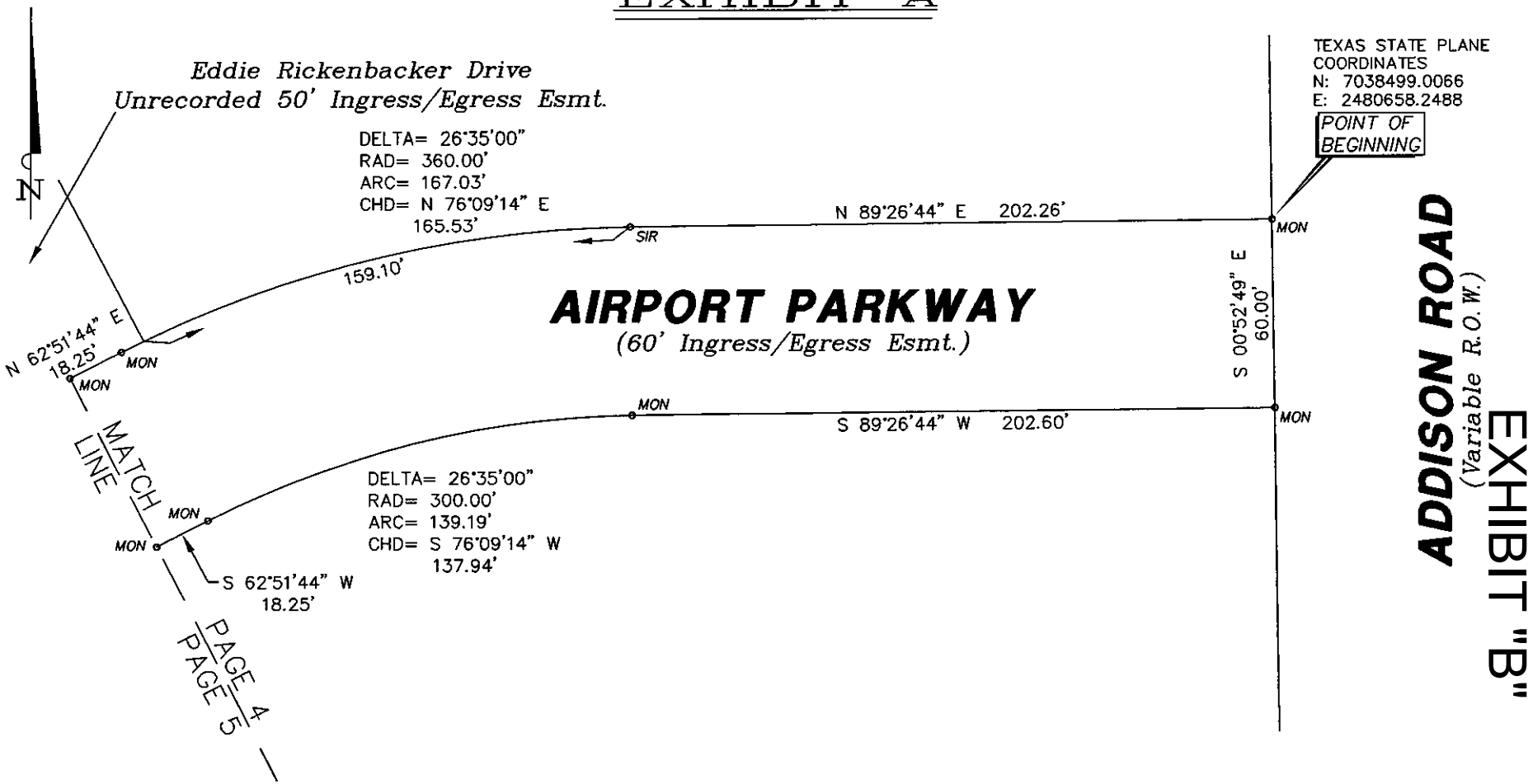


EXHIBIT "B"

NOTES:

1) HORIZONTAL AND VERTICAL CONTROL BASED ON ADDISON AIRPORT CONTROL MONUMENTATION.

2) MON DENOTES A SET 1" DIAMETER BRASS DISC STAMPED "SPARR SURVEYS".

3) SIR DENOTES A 5/8" IRON ROD SET WITH PLASTIC CAP STAMPED "SPARR SURVEYS".

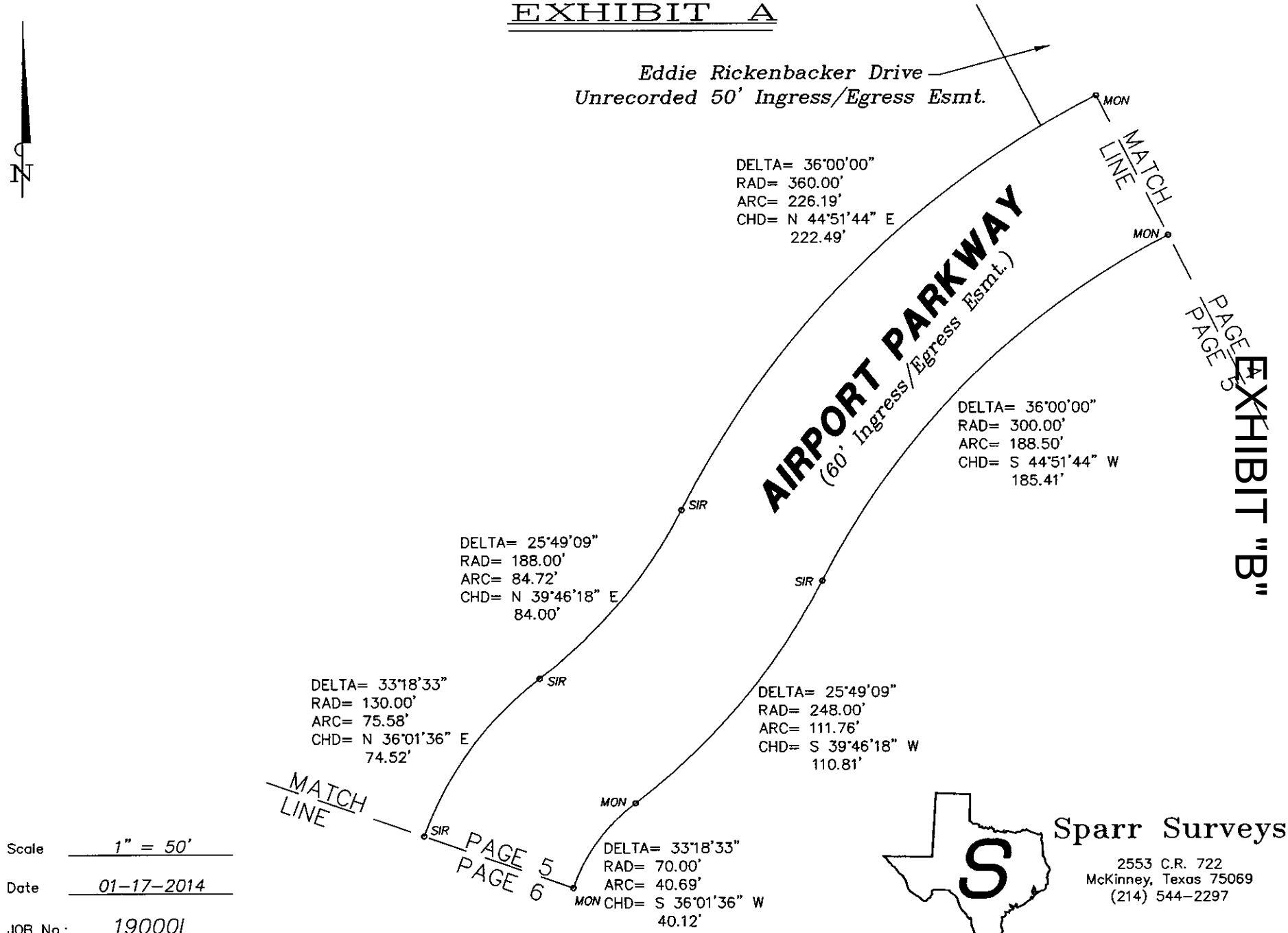
Scale 1" = 50'

Date 01-17-2014

JOB No.: 19000L

Sparr Surveys
2553 C.R. 722
McKinney, Texas 75069
(214) 544-2297
TBPLS FIRM No. 10059300

EXHIBIT A



Scale 1" = 50'

Date 01-17-2014

JOB No.: 19000L

PAGE 5 OF 6

Sparr Surveys
2553 C.R. 722
McKinney, Texas 75069
(214) 544-2297
TBPLS FIRM No. 10059300

EXHIBIT A

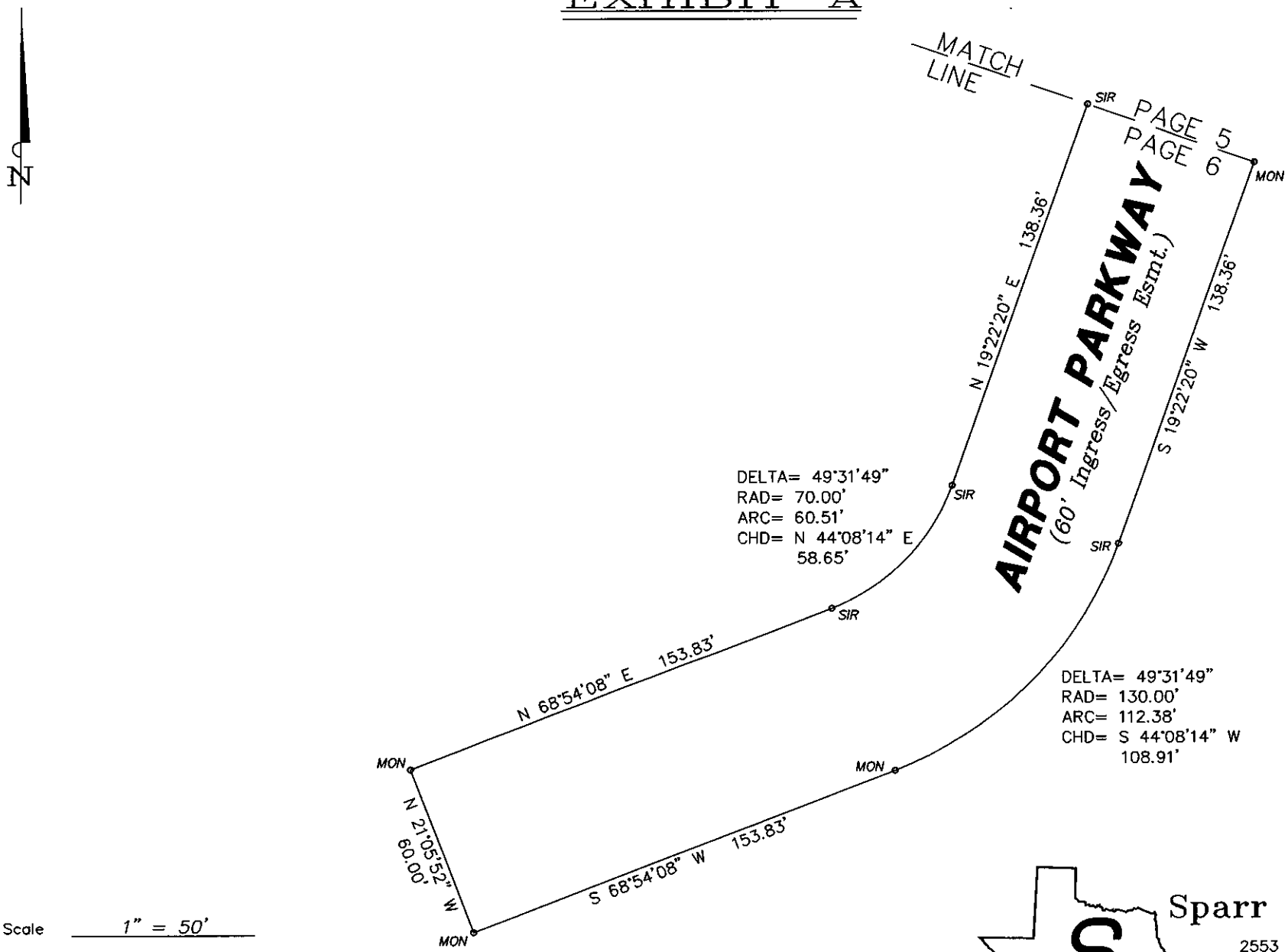


EXHIBIT "B"

Scale 1" = 50'

Date 01-17-2014

JOB No.: 19000L

PAGE 6 OF 6

Sparr Surveys

2553 C.R. 722
McKinney, Texas 75069
(214) 544-2297

TBPLS FIRM No. 10059300

EXHIBIT "B"

EDDIE RICKENBACKER DRIVE

50' Ingress/Egress Easement

BEING a tract of land situated in the Edward Cook Survey, Abstract No. 326, Dallas County, Texas, and being a part of the Final Plat of Addison Airport, an addition to the Town of Addison, Texas, according to the plat thereof recorded in Volume 2005131, Page 82 of the Deed Records of Dallas County, Texas (DRDCT), and being more particularly described as follows:

COMMENCING at a set one-inch brass disc stamped 'Sparr Surveys' in the west line of Addison Road, (variable width right-of-way), with the north line of Airport Parkway (a unrecorded 60 foot ingress/egress easement) and having Texas State Plane Coordinates of Northing: 7,038,499.0066, Easting: 2,480,658.2488;

THENCE South 89 degrees 26 minutes 44 seconds West, along the north line of said Airport Parkway, 202.26 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of curvature of a circular curve to the left having a radius of 360.00 feet;

THENCE southwesterly, continuing along the north line of said Airport Parkway and said curve to the left, through a central angle of 25 degrees 19 minutes 19 seconds, an arc distance of 159.10 feet and having a chord which bears South 76 degrees 47 minutes 04 seconds West, 157.81 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the **POINT of BEGINNING**;

THENCE southwesterly, continuing along the north line of said Airport Parkway and said curve to the left, through a central angle of 01 degrees 15 minutes 41 seconds, an arc distance of 7.92 feet and having a chord which bears South 63 degrees 29 minutes 34 seconds West, 7.92 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of tangency;

THENCE South 62 degrees 51 minutes 44 seconds West, continuing along the north line of said Airport Parkway, 18.25 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of curvature of a circular curve to the left having a radius of 360.00 feet;

THENCE southwesterly, continuing along the north line of said Airport Parkway and said curve to the left, through a central angle of 03 degrees 47 minutes 39 seconds, an arc distance of 23.84 feet and having a chord which bears South 60 degrees 57 minutes 54 seconds West, 23.83 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the intersection of the north line of said Airport Parkway with the west line of said Eddie Rickenbacker Drive;

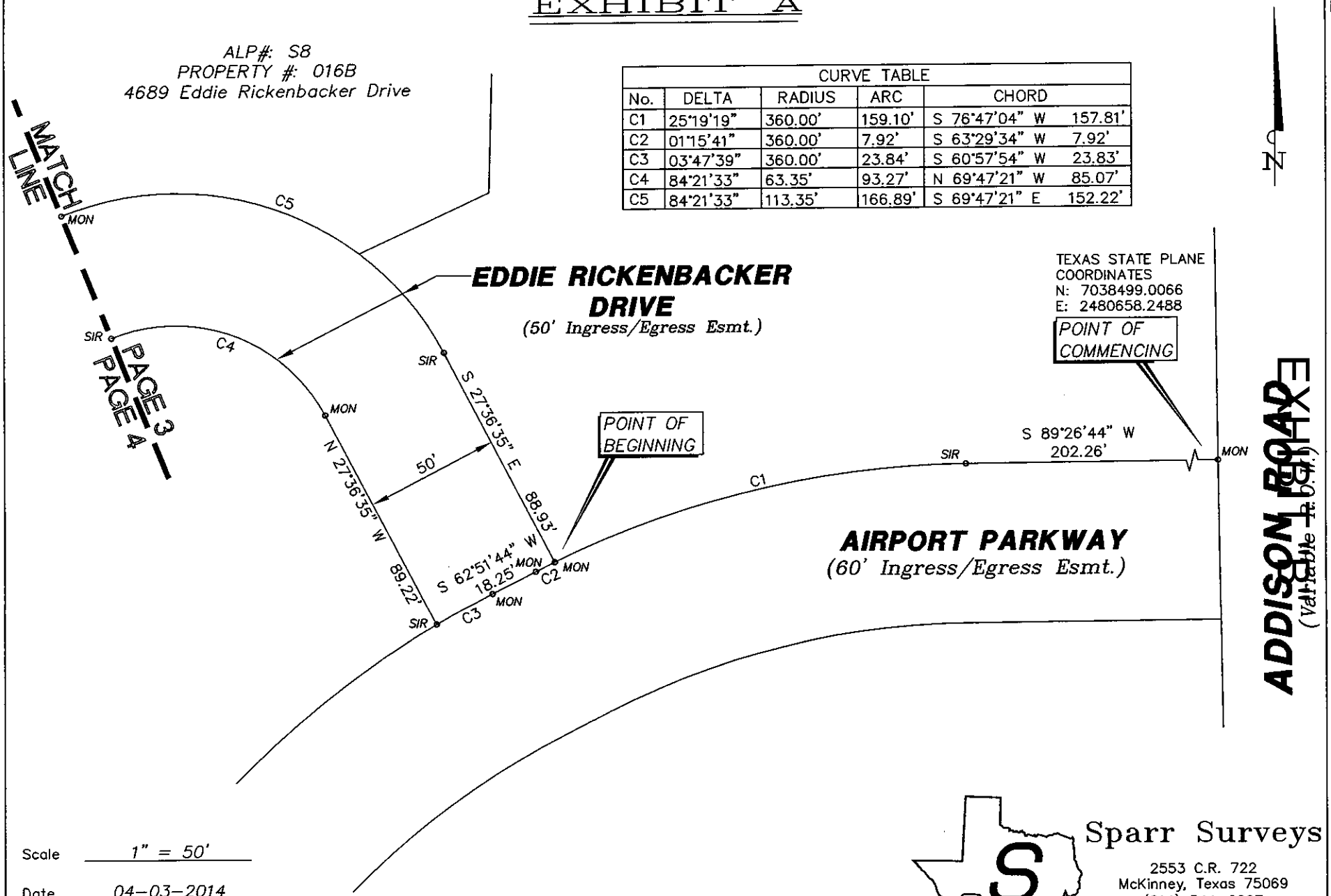
THENCE in a northerly and westerly direction along the west and south line of said Eddie Rickenbacker Drive the following:

> North 27 degrees 36 minutes 35 seconds West, 89.22 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of curvature of a circular curve to the left having a radius of 63.35 feet;
>
> Northwesterly, along said curve to the left, through a central angle of 84 degrees 21 minutes 33 seconds, an arc distance of 93.27 feet and having a chord which bears North 69 degrees 47 minutes 21 seconds West, 85.07 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of tangency;

EXHIBIT A

ALP#: S8
PROPERTY #: 016B
4689 Eddie Rickenbacker Drive

CURVE TABLE					
No.	DELTA	RADIUS	ARC	CHORD	
C1	25°19'19"	360.00'	159.10'	S 76°47'04" W	157.81'
C2	01°15'41"	360.00'	7.92'	S 63°29'34" W	7.92'
C3	03°47'39"	360.00'	23.84'	S 60°57'54" W	23.83'
C4	84°21'33"	63.35'	93.27'	N 69°47'21" W	85.07'
C5	84°21'33"	113.35'	166.89'	S 69°47'21" E	152.22'



Scale 1" = 50'

Date 04-03-2014

JOB No.: 19000L

PAGE 3 OF 4

Sparr Surveys
2553 C.R. 722
McKinney, Texas 75069
(214) 544-2297
TBPLS FIRM No. 10059300

EXHIBIT A

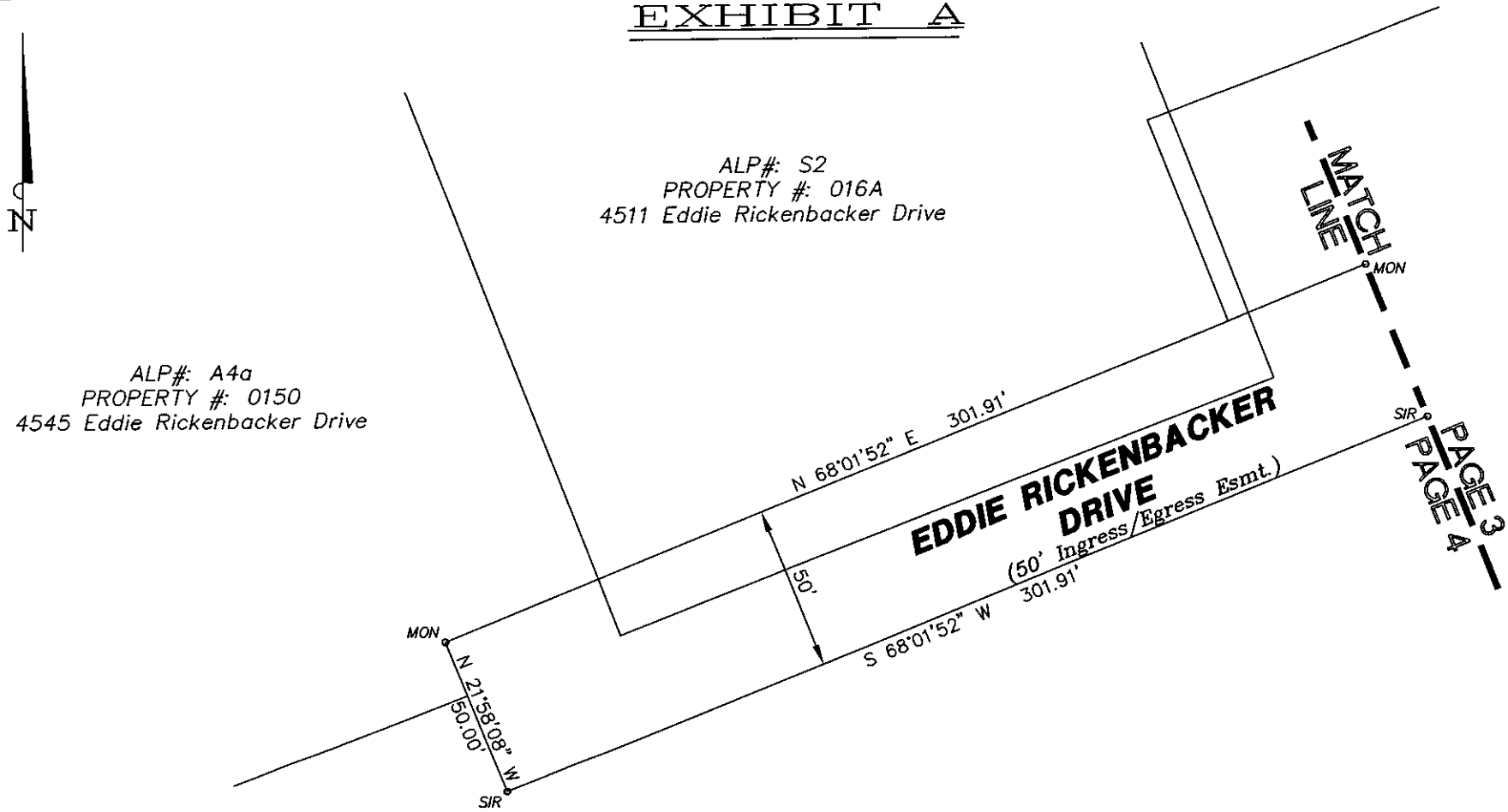


EXHIBIT "B"

NOTES:

1) BEARINGS BASED ON ADDISON AIRPORT CONTROL MONUMENTATION.

2) MON DENOTES A SET 1" DIAMETER BRASS DISC STAMPED "SPARR SURVEYS".

3) SIR DENOTES A 5/8" IRON ROD SET WITH PLASTIC CAP STAMPED "SPARR SURVEYS".

Scale 1" = 50'

Date 04-03-2014

JOB No.: 19000L

PAGE 4 OF 4

Sparr Surveys

2553 C.R. 722
McKinney, Texas 75069
(214) 544-2297

TBPLS FIRM No. 10059300